daring and suffering.

A History of the Andrews Railroad Ania Into Georgia in 1862.

The thest Hereit and Tragge Episode of the Civil War.

the time for us to not had come; yet we written for our leader's command as we remembered how he had commend us against being too precipitate. But he only tanghed softly as it the anger of the old man amused him, and saying, "they no riore time to waste with you," he walked into the atgrion, to the place walked into the station, to the place where he had seen the keys put up, and taking them down, went quietly and swiftly out and made the change himself. The tender's wrath know no bounds at this he stormed, declared he would have known arrested, would report him, and many other thruss. Andrews then waved his hand to the engineer, and as our location and we glided out on the main track and were util the instruction.

that they did not see the alightest indica-tion of four, chappin or impatione on the mirk of Andrews, save what he exhibited when tolling how much Beauregard was in need of his ammunition, and what a chame it was that the road should be morked by any ordinary travel when the late of their brave addices was trem-hing in the balance. Andrews had ex-pletted that it was because he could not one his orders filled without running de-lays by the ordinary channels that beau-regard had sent him to bring this powder through by force, if necessary, and declared that if the orders at home did not support the army in the hold better, narisal law would soon be proclaimed such grumpity and threats were ap-planded by those who wished to be throught especially loyal to the Conteder-ale cause for all least half an hour in

the hour and the minutes we were at the station, added to our two hours' run, made us now three hours and five intintes and othe attents on the way. He come in sight of kinsetin just hour attents after we had school around the sharp northward eneve toying, so near were we to the final collision at this place!

As ship as we were well out of sight of the station we stopped, and secret, with a man at each tent to give him a start, was in a mamont at the top of the telegraph pole, the boy was knocked off and the

inquiry sont about protocring correctives to left the story of the impressed powder train and francound's need of amountition. With this was being done, others throw a few obstructions on the track. When more more on board we noticed a quickentric of speed that after our long rest was delightful. We had been turn ating closely chief landing the sharty, but hors, much hor. Wilson hosped in the word, and the five, which was but moder-as when we seen four-

the land street elember of smoke escapation

that white are anxious we reach Adatose elle, the next station above, where there was a side track, it would never do to there the way open from Kingston, as the the stance is only for miles, and it the one my character make up a pursuing term at the appealment that path, an acommit of suspicions formed, it might be very embarrassing sort someof that we had searcely got independent the tender branch of the very embarrassing of the someof that we had searcely got independent the tender branch at the source that had been the first had been the first of the first had searcely got in the first had been the first had offer the branch branch of the first had searcely got in the first had been the first h

really for any other nearth employment, latting a rait seems oney emails, but if was far from easy in practice. The rait is time and incry; it is escapely botted to other raits, and lastened with great spikes driven into south each ties, which in the are despity insolited in the ground. This was the first place we whence to take up a rait very quickly, and accordingly we were the tree place, and accordingly we were not escaped, and administrated to the entirely than when we had administrated to be unreally than when we had administrate us, and interpretation for the different way were not excited, has we had each one-way were any each of the driven one and work of bridge interings was an archive despite, buttering out the great and the arms of the last are another as possible with one and that as another as possible with one and they the laste aparts, but thus went by well-ly. The large last of the, which we fill, the laste last and the, which we fill the first last, the large last of the, which we will the last and the last and the well-ly.

heard, faintly but unmistakably, the whistle of a locomotive in pursuit! But faint and far off as it was, no sound more unwelcome ever full on human car. He fore us, only two or three miles away. there were two trains possibly blocking the track; and behind us a pursuing engine, which in a minute or two more would be upon us. It nearly seemed as if our race was ended! But we did not pause for moralising; we lifted again and with every particle of strength, as mea lift for life. The strong rail bent under the terrible pressure and snapped with a dull twang! All of as tumbled in a confused heap down the grade, but in a moment were on our test and hurrying toward the ear, taking our precious half rail with us. For the time we were saved! No matter who the pursuer was saved! No matter who the pursuer was he would be arrested by that break, and give us time, with lavoring fortune, to pass the trains above.

CHAPTER VIII

AN APPARAING SPECIOLES. have a clear track at Adarsville or to re-peat the vexations and dangerous experi-ence of Kingston. Once more the engine ence of kingston. Once more the engine was given full force; we in the box on were thrown from side to side, sometimes a little roughty; but this did not diminist our lay over the rapid motion which was "devouring" the distance between us and our friends in Princesse! As we came in sight of the station, there to our great satisfaction lay the freight train, which, indeed, had long been waiting for us, as we were now a haif hour behind the time of ruler's passenger train, and also waiting for the morning passenger train from Chattanooga, which should have overtaken the freight at this point, but which was also late. Indeed, the panie in Chattanooga and the extra trains panie in Chattanooga and the extra trains on the road had disordered the whole schedule and enormously increased our atmenities. As we came near the station, speed was slackened and we stopped on the main track beside the through freight. Andrews at once answered the usual storm of questions and asked others in turn. He heard still more of Mitchel's operations, how he seemed to have captured all their trains on the western road, so that for twenty-four hours not a car had got through, and that the telescrams were being interrupted further and further up the road, so that, from every asking news of the down passenger train, which was now half an hour late. No information was received, but the freight on the arrivat of Patier's tenin, in harmony with their rule of railroading at that time, by which a following train was to be waited for only a certain-length of time, after which the waiting train had time, after which the waiting train had the right to proceed. Andrews approved of that intention, saying that Fuller with the regular train would probably wait for him at Kingston. Andrews might have held this train here by giving a message of from Fuller, but he preferred to get rid of it, so that if compelled to back before the way; and if compelled to light, the its funning down to the place of the brue

my passenger train comes, and tell them "No," foliated Andrews, "I must ge at once the fate of the army hangs on my

intend in its patriotically saids
"Not through by all means; but you will have to run very slow and put a flage man out on every curve, or you will have

Andrews answered quickly: "I will attend to that;" stopped on his own engine

citizend to Knight, who was still at could. The latter, hearing the words about conving clovely, had put on the steam in a gradual manner, and the engine While I many at a moderate rate of speed. that the was not to last; nother was the in a few minutes, in order to ment the trains there which were now origine. These were the through freight and the southern presences trains, and they would wait for us ("duffing"s train") there. Our territor delay in Kingston was in every way most unfortunate. It there had been the presences started out the book, and we must reach the station that been the presences started out the book, and we must reach the station that been addressed to the presences started out the book, and we must reach the station that been addressed to take a terribole risk. enall, with the Organization bridge briened bental us, and these two trains passed, tentum as arrived the form the serious character to come the control of favorable stretch for enaning on the whole tino Androws and to his companies "Make har show how fuct she can go; overy seed and saved in getting to Cathonic counts. "The offset of giving such orders to men whose poeves and all morning been thrillthe with suppressed the may be imagined. The maine was to the finest running con-

almost worth the risk to enjoy! In the box jerked about in a manner that bather hospiption. The our was so close to the hosoription. The our was so close to the engine that it is to every impulse of power and there was needallowing tentule atendy it. Many times we were started with the momentary conviction that we were of the track; but there was ne resention of our rapid flight. We hardly know what it mount, and though we pushed our door partly open, the risk of being thrown out was ion great to permit us to open it wide; and great to permit us to open it wide; and great to permit us to open it wide; and great to permit us to open it wide; with the time like rapidity, we could be, with the time like rapidity, we could have no close to this frantic and perious chase, for there was no indication of a fallowing train that the we could perceive.

of the other train would not have fared

obeyed. She rocked and rected like a drunken man, while we tumbled from side to side like grains of popoorn in a hot frying pan. It was bewildering to look at the ground or objects on the roadside. A constant stream of fire ran from the great fleet on that, my first and last locomotive ride. We sped past houses, stations and fields and out of sight, almost like a meteor, while the bystanders, who searcement. It has always been a wonder to me

distance over which we now sped with a velocity fearful to contemplate. We took little thought of the matter then." Andrews kept his watch in his han seeming to notice nothing else, for time was the only element in this part of our problem, and he and Kuight, who looked on the same watch, always joined in declaring that the interval of mine miles between the two stations was run in seven and a half minutes, and this not upon a magnificent road with steel rails, as that road is today Andrews probably reckoned the interval from losing sight of Adairsville until coming in sight of Cathonn. When near the two stations he would be otherwise engaged, and thus the rate may have been little over a mile a minute surely enough

The passenger train had begun only just got under way while we were sinckening up for the station. A minute earlier in their starting would have ended tory, they backed before us up the track the switch to let us on the side track. course this was done as much in the interest of the passenger train, which could

that they did not go on for some time and we were obliged to await their move-ments. In backing they had gone far shough, not only to give us room on the side track, but also, as their train was a of it, and we could not proceed on the main track until they should pull ahead. Before doing this they maturally wanted some explanation. The lateness of the regular train; our having Fuller's engine. without him or any of his men; and not least, the manner in which we had swooped down upon them like some beast of pres, coming without any signal man public calamity could exense, called for at once the fate of the army lungs on my getting promptly through with those care loads of annumition. Suppose the Yang kees attack ficureyard! He has not powered to the country for three hours fight."

This was a starfling possibility, and forgotting all about difficult being in the forgotting all about difficult being in the common among railroad men on meeting. Yet Andrews would have talked little and would have made a very short who complyeter (the mea on both sides the configuration) for the manner in

which the passenger train bound in his own. We had a good right to be uneasy here, for we had not out the wires between this station and Adairsville because w had not dared, in the terrible organcy of reaching Culhonn, to delay even for this purpose. A question might come on the wires at any moment which Andrews, with all his advoitness, would not find it easy to answer. Neither had we put any chatructions on the track. This latter omission prepared the way for another face against time, only less swift and fearful than our own.

Thus we were again delayed. Andrews tried gentle and indirect means to persuade the conductor of the passenger train that it was perfectly safe for him to rim down and get to Adairsville before Fuller's passenger train. Ant he was not easily persuaded. The bare escape from collision with our train had shaken his nerves too much for him to wish at once to repeat the experience. Notther did he spen at all in a harry to move his train ahead and let us out on the main track; but as his train was the only obstacle, it would not have been lower had he continned obstinate, until the reserve force of our party would have been brought into requisition. It may be said here that Andrews was perfectly sincers in telling him first there would be abundant time for thin to reach Adairsville before Fuller with his train would be along. We did not think that Fuller would be along that day, and with his own train he was not. Hut as matters were, if the Calhonn man had allowed himself to be persuaded for start southward, a fearful collision would have ended all possibilities of purwould have enticed an possibilities of pur-mit, and left us free to burn bridges at our leisure. Here was another of the nar-row escapes made by the enemy. To un-derstand this it is necessary to recur to Fuller and Murphy, who were within two or three minutes of Kingston when we left that place.

They were ferribly disappointed when they found themselves stopped quite a long distance below Kingston by three heavy freight trains, and learned in a brief conversation with the engineer of the nearest, and the persons who had rundown that way on hearing their whistle, that their game had flown. They heard with wonder how long the commander of the captured train had been held there, and how he had succeeded in concealing his real character. The formidable nature of the enemy ahead was now clearly revealed, but it looked for a moment to ruller as it all his labor had been for nothing, and that he would be able to continue the pursuit only after a runous delay. To back, all these trains up the law track, and then down again to get out of the upper end, would require an amount of "seesawing" that would give the captars of his train a hopoless stark. Here areas a difference of opinion between fuller and Murphy, who up to this time had worked together in perfect second. Murphy ran ahead and out loose the New York, the new and good engine of one of the freights, attaching it to the our which had brought their tools from known. He then called to Fuller to move the Rome engine back out of the way that he might come round on the cut it in a writter had different plans.

[To be continued.]

MEMORIES OF ENGLAND.

LETTER FROM THE REV. T. DE WITT TALMAGE, D. D.

seing Some of the Evening and Midnight Charities of London in Company With

We publish instead of a weekly talk a let-ter from the Rev. T. De Witt Talmage, D. D., of Brooklyn, who is now absent from his church. Its subject is "Two or Three Memories of England," and its date Aug. 10. In 1879 I saw much of Great Britain and freiend, as you may imagine when I tell you that I preached and lectured ninety-six times

a ninety four days.

reach, but to lecture After a long ride brough regions strange to me, the carriage stepping out there presed through the crowl-a terrible looking man—whether a madman or one infuriated with strong drink, I cannot say and crying out "He that believeth and is baptized shall be saved, and he that believeth not shall be damned," he struck at my head with full force of fist. An aged gen-tleman, who, as I saw him afterward, seemed all too weak for such an undertaking, caught the uplifted fist and diverted the blow. The crowd then came in between me and the

Comfortable frame of mind.
Under these circumstances I was introduced to the Earl of Kintore, the celebrated Scotch philanthropist. There was so much pacification in his demeanor that I soon recovered from the perturbation of the scene through which I had just passed. Then and there an affectionate acquaintance was formed, which, though brief, will be something to rejoice over while I live. If I were asked who was the best man I met that summer abroad, I would say without besitation, "The Earl of Kintore" He was just as much at home on ords, or as in his own castle. I said to my wife, over and over again, "That man is too rips in goodness and geniality to live long in this world!" Alas, my prophecy proved too

whom he had invited to dine, he said to me, "Do not forget your journey next Sabbath night." It was useless to tell me not to for-get that which I so ardently anticipated. At if o'clock his lordship called at the Westminster hotel, not with a carriage, for we were going where it was best for us to go afoot. With his servant to carry his coat and Bible and palm book, we sanntered forth. We went into the charity ledging houses of London- the places where outcast men who would therwise have to lodge on the banks of the Thames, or under the arel bridges, may come in and find gratuitous shelter. These men, as we went in, sat around in all stages of povorty and wretchedness.

As soon as the carl entered they all knew pleasant to shake hands with the cleanly, but a trial to shake hands with the untidy. Kintere did not stop to see whether these men had attended to proper ablution. They his sympathies. He addressed them as "Genin a short religious address, and promised them "a treat at Christmas." He said. Centlemen, I'm going, immediately at the adjournment of parliament, to Scotland, and shall not see your again till next year, but I have left money with my representalive, who will see to it that you have holiday festivity." He told me that he had no faith in trying to do their souls good unless he sympathical practically with their physical necessity. His address was carnest, helpful, and looked toward two worlds this and the next. In midsummer a large fire was burning in the grate, for I suppose the poor creatures were very thin blooded. Turning to those forlorn wretches, Lord Kintore said, "That is a splendid fire, I do not believe they have a better fire than that in Bucking-

ham palace."
Irom this charity ledging house, which
the inmates call the "House of Lords," we
went to one of inferior quality, which the
inmates call the "House of Commons." There were different grades of squalor, different degrees of rags, different styles of malodor. From there we went to missions and outdoor neetings, and benevolent rooms where coffee and chocolate are crowding out intoxicants. his lordship expected everybody with him to be ready, and although he had promised to do the talking, he had a sudden and irresistible way of ntilizing others for religious adess, so that at the close of this Sunday. which I had set apart for entire quiet, I found I had made five addresses. But it was one of the most refreshing and instructive

days of my life, I saw bim again under very different cirumstances It was on Aug. 12; Saturday afternoon; 2 o'clock. Saturday afternoon is always a boliday in London, and it is noon is always a holiday in London, and it is a good time for meetings and entertainments. I was to speak in Exeter hall on "Bright and Happy Homes." The earl was in the chair. The families of many of the English aristocracy were on the platform. The prince imperial of France was that afternoon being carried to Chischurst. As the great Exeter hall organ ceased to roll, Earl Kintore arcse, and as he confronted the and many the prince. and as he confronted the andience the min nte gun of the funeral procession sounded At the sound of that gun the whole audience were in tears, for the prince imperial had died in the English cause, and the nation was in deep grief. Earl Kintore said, "We are ed to hear a lecture on 'Bright and Happy Homes, but the sound of that gun reminds us of a home no more bright and happy, but forever desolate. God pity the empress' broken heart? The audience were whelmed with the thought that she had lost her palace, and lost her companion, and lost her child. "The only son of his mother, and die a widow!" As the Earl of Einters and I parted in

London, he said: "When you get back to America send me a stick" (by which the America send me a stick" (by which the Englishman and Scotchman mean a cane), "and I will send you a stick."

After getning home, and in the course of time, there came by International express a shepherd's crock made out of witch hazel, and, I think, out from the grounds around his castle in Scotland, the wood beautifully polished and appropriately inscribed. I sought from place to place to find a cane worthy of my Scottish friend. After considerable detay, I found what I wanted, and sent it by express to Inversery, Aberdeenshire, Scotland; but before it arrived at its place of destination the Earl of Entore had more need of rod or staff to comfort him. A sharp pang atrikes through me, only solaced

dress ten thousand people in the open air, and to have hundreds under one sermon converted. "Is it not strange," I often said, "that I see nothing of Richard Weaver?" He had for years paused in his itinerant work, and been preaching in a chapel to the poor of Oldham, near Manchester. At last I found him coming out of the barn of my host, where he had been looking at the horses. I heard him singing before I saw him. We greeted each other like old friends, "You must go to Oldham," he said, "I can-"You must go to Oldham," he said. "I can-not go," was the reply; "I have but one day,

and that next Saturday, to rest in before I leave England, and I must rest or die." By this time we had reached the ho He got down on his knees and said, "O Lord, show this man his duty to go to Oldham. tising, he said, "This is my excuse for demanding you to go. It will be the needlest audience you have seen in England. All poor, and the Lord's poor, and you have not seen England till you have seen my humble chapel." After further consideration I ac-

sented the invitation. Arrived at Oldham we to him, "I have heard and read much about the way you tell that story," but he declined, saying that he needed the inspiration of a rgs audience before him to do it well. True to his statement, the people in his church are the Lord's poor I never enjoyed preaching more than that afternoon to that unpr fury, and I passed into the church without further disturbance; but you may imagine I arrived in the ante room in anything but a comfortable frame of mind. came down here to serve Richard Weaver, and I will pay my own expenses." He-replied: "You do not know what the leter contains. Put it in your pocket." Arriving at the rail train, I opened the letter, and was surprised more than I can tell, for it contained \$500. "What did you do with that?" Spent it. Travel with your family in Engand, and have two secretaries and their families, and look at pictures and curiosities and books which are too much for your resistance, and cross both ways in a Cunarder, and have but little faculty for severe econ omy yourself, and it will be no mystery

where the money we The one descendant for six generations from the greatest height of social and political position. The other come up from a colliery. The one reared in all the advantages of the niversity, and the other not able to read until late in life. But both God's nobleme both the champions of religion, both eminen for humility, for faith, for courage and for ness. "And they shall shine as the stars for-over and ever." devotion. Both turned many to righteous-

The puppet shows take place in the even-The apparatus is arranged behind a sereen, and a man of ventriloquistic powers is there also. A favorite performance is representation of the pomp and glory of a all classes of people come in front Drugs and Chemicals, Patent Medicines.

shouts of "Let the king live forever!" "May the rule of the brave king remain always!" After him come musicians and dancing girls. Different castes are represented and amusing dan has his lofty turban of spotless muslin aecidentally knocked off or a washerman's bundle of clothes is stolen.

They are fond of "taking off" the English in these shows; for instance, an ayah, or lady's maid, comes out and makes up a bed on the floor; soon a puppet, dressed to represent an English lady, comes out, and, after scolding the ayah in very bad Hindustani, lies down upon the bed. The ayah smooths her dress, and then gently presses her head to soothe her to slumber. Soon she is sound asleep, a fact that is apparent by loud, regular breath ing. The ayah stealthily slips the pillow from under the lady's head, and, putting it under her own, goes to sleep on the floor near

"brings down the house," Then again the puppets will imitate English officials, put on lordly airs, call native servants contemptuous names, use ungrammatical Hindustani, such as plural nominatives with verbs in the singular, and vice versa. This is done with astonishing cleverness, the speaker changing his voice with each character very readily. If English offi-cials could witness these exhibitions sub rosa, and thus see themselves as the natives see them, they might indeed be freed "from many a folly." Europeans think the people Heady with prayer and exhortation himself, of India have very little humor; but these exhibitions prove the contrary.—Mrs. E. J. Humphrey in Demorest's.

> In an interview with a representative of The New York Graphic, Mr. Thomas C. Glynn, who for the past twenty-five years has attended to the editorial management of The New York Weekly, gave this answer to the question, "Do you think the public taste has advanced?"-referring to the literature of the weekly story papers, "Indeed it has, Some of the stories that won popular appreciation twenty years ago would not create a ripple of excitement today. For instance, the desire for Indian stories has been sated, and today they are almost obsolete. Even with 'slightly idealized' portraiture they fail to attract readers. With the diffusion of good literature and the increase in the number of authors, public taste has improved, and better stories are now demanded than in years past. Unnatural border romances, as well as tame love stories, full of tedious descriptive | :sages, nowadays fall flat. Stories that are lifelike, with brisk action and crisp dialogue, attract the most admirers.

WOOL

WOOL.

We are prepared to allow the highest price in Cash or Trade for Wool. 2c. per lb. extra allowed for Wool in Trade. In exchange for Wool we offer Yarns, Blankets, Sheetings, Tweeds, Grey & Check Flannels Of our own manufacture, which we guarantee free from Shoddy or Flieings.

All Goods Marked 10 Per Cent. Lower than Last Year. As usual we will manufacture any of the above mentioned Goods to order, parties furnishing their

All lots of 25 lbs, or over kept separate so that every one will get their own wool back. Roll Carding as Usual.

HORN & SON,

Linden Valley P.O .- 28-9

Eden Woolen Mills. 12th Con. Mariposa.

WILLIAMS SEWING MACHINE.

The only machine made which can be re .ed upon to do all kinds of work and not get out of order. Every in achine fully warranted. Over 600 sold in the County of Victoria and not a single complaint. A present of a new machine to any one who can find one not giving satisfaction with proper management.

J. WETHERUP,

GOLD MEDALS

"Dominion" Piano & Organ Co.

CENTENNIAL -	_	- 1876
SYDNEY, AUSTRALIA	-	1877
PARIS, FRANCE -	-	- 1878
TORONTO	-	78, 79, 80, 81
IN 1883-4	-	- 50 First Prizes
IN 1885-6	-	60 First Prizes

No other Pianos and Organs produced in Canada can claim such a high-class record.

> W. W. LOGAN. GENERAL AGENT, LINDSAY.

P. S .- The Raymond and White are the two best Sewing Machines n the market.

GREGORY.

Toil-t Soaps in great variety and at low prices to suit the times. Hair, Tooth and Nail Brushes.

Perfuming and Toilet Requisites of all kinds.

Library Lamps, Table and Hand Lamps, Chimneys, &c.

Corner of Kent and William Streets, Lindsay.

BUILDERS.

Parties intending to build should call and get prices for

Frames, Sash, Doors, Mouldings, etc., etc.

Prices right and satisfaction guaranteed.

Corner Cambridge and Wellington Streets.

STRAW HATS

Just received, a large stock of Straw Hats, bought late in the season at a sacrifice, and will be sold at less than half price.

> Ladies' and Girls' Hats for 10c. worth 25c. to 50c. Men's Fine Mackinaw Hats 50c. worth \$1.00 Boys' Fine Mackinaw Hats 25c. worth 50c.

The "Dandy" Patent Bag Holder

A simple contrivance for holding bags. Can be fixed up beside any him at no expense, saving an extra man in filling grain. Every Farmer, Miller, Flour and Feed or Grain Dealer should have them,

Also the "Dandy" Farmers' Truck,

useful for moving bags; made to support the Bag Holder. Price, \$3.50 BAG HOLDER AND TRUCK FOR \$4.00. Agent for Mariposa, Ops, Fenelon, Eldon and Brock.

HOGG BROS.

OAKWOOD.

JOB WORK

of all descriptions neatly and promptly

done at "The Warder" office.